

EXHIBIT NO. 2

South Bypass
Preliminary Summary of Design and Environmental Impacts
Expressway Criteria
F.A.P. 10 (US 67) & F.A.P. 315 (US 136)
McDonough County

Impact	Alternate Alignments			
	From station 1160 to US 67 only			
	E-3	E-4	E-4.1	E-4.2
Length (ft.)	39,800	39,950	39,600	38,750
Right-of-Way:				
No. of Parcels	22	27	31	27
Acreage, (For 250 ft. R.O.W. width)				
Woodlands	34	46	44	52
Wetlands (potential)	9	15	11	19
Other	232	215	219	199
Total	275	276	274	270
No. of Severed Parcels (> 5 Ac.)	10	9	5	4
No. of Diagonally Severed Parcels	5	8	5	0
Displaced Residences - Farm	5	2	2	3
- Non Farm	9	0	0	0
Displaced Business	0	0	0	0
Erosion Potential	Moderate	High	High	High
Intersection Angle between Bypass & Road 1000E	Poor	Good	Good	Good
Intersection Angle between Bypass & Road 1300E	Good	Poor	Poor	Fair
Intersection Angle between Bypass & Road 1000N	Poor	N/A	N/A	N/A
Intersection Angle between Bypass & Road 1050N	Poor	Poor	N/A	N/A
Compatibility with an interchange at IL 336	Poor	Poor	Poor	Poor
Compatibility with an interchange at US 67	Fair	Good	Good	Good
Adaptability to Freeway Upgrade	Poor	Good	Good	Good

Notes:

- Quantities shown are subject to refinement upon further detailed study.
- The favored alternate is indicated :
- Includes interchanges at IL 336 and at US 67.
- Potential wetland impacts are based on the floodplain area.
Final wetland delineation will be performed later.
- Alternate alignment path: E-3 = E-3
E-4 = E-3 to E-4

E-4.1 = E-3 to E-4 to E-4.1
 E-4.2 = E-3 to E-4 to E-4.2

EXHIBIT NO. 3

Reasons to Not Carry Selected Alignments Forward

South Bypass

E-1

- Part of the IL 336 study utilizing the existing US 136 alignment, eliminated from further consideration in that study.

E-2

- This alignment turned and proceeded further north than the E-3 alignment at CH 18 before it turned east and rejoined the E-3 alignment at CH 16. Eliminated from further consideration in the IL 336 study.

E-3

- Highest residential displacements – 14 (versus 2 for E-4 or E-4.1)
- Immediately adjacent to and passes through new subdivisions
- Would impact the development south of Macomb
- An interchange at CH 16 would have high impacts due to the density of development
- Diagonally severs three large prime farm tracts south of Macomb
- Severs 10 parcels versus 5 for E-4.1

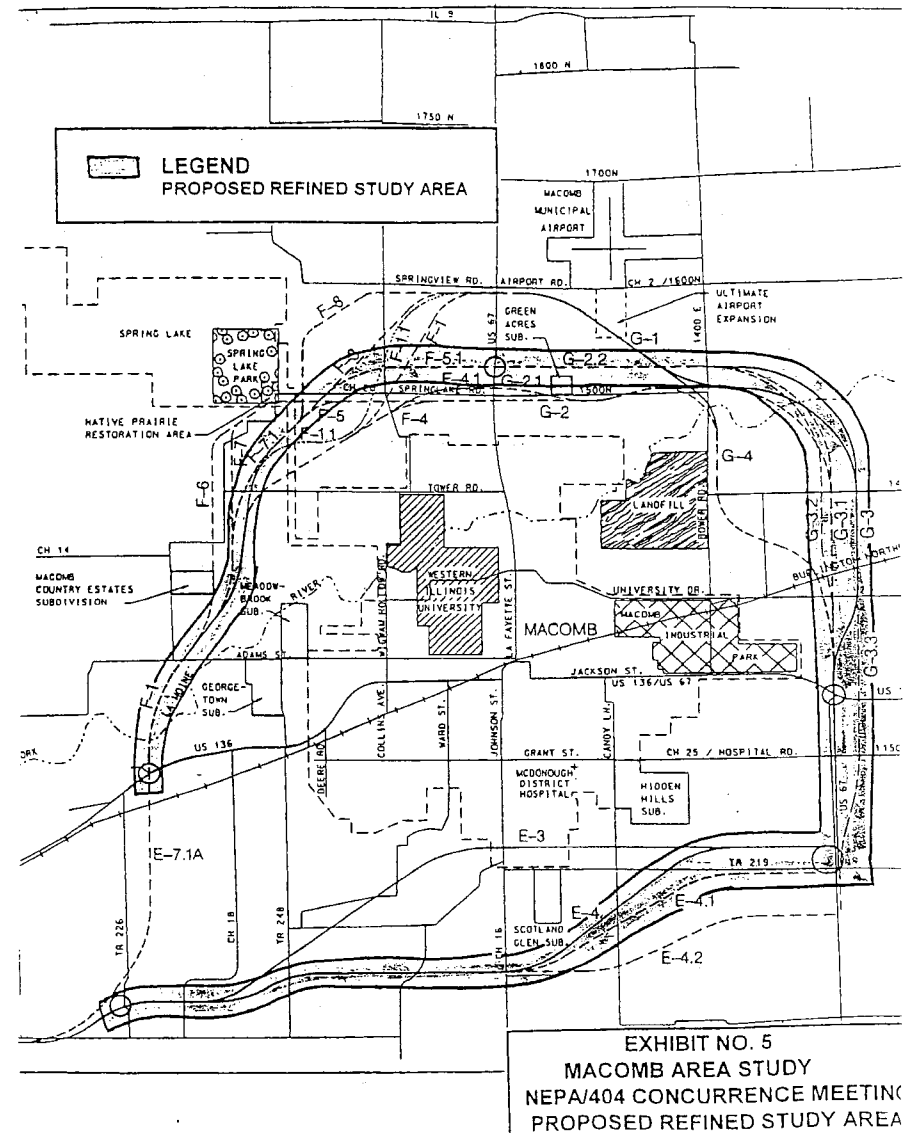
E-4

- Severs 9 parcels versus 5 for E-4.1
- Woodland impacts 5% higher than E-4.1
- Wetland impacts 40% higher than E-4.1
- Intersects US 67 near the crest of a vertical curve, versus E-4.1 which crosses near the sag of the vertical curve. Would likely require redesign of US 67 profile to meet current criteria and provide sufficient sight distance for traffic turning on to or off of US 67, and would likely require the Bypass to be depressed below US 67 requiring extensive excavation.

E-4.2

- Highest wetland impacts (75% more than E-4.1)
- Highest woodland impacts (18% more than E-4.1)
- Alignment adjacent to the floodplain of Troublesome Creek

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Illinois Department of Transportation

Division of Aeronautics
One Langhorne Bond Drive/Capital Airport
Springfield, Illinois 62707-8415

September 30, 1997

Mr. Dale E. Risinger
District Engineer
Illinois Department of Transportation
District #4 H.Q.
401 Main Street
Peoria, IL 61602-1111

COPY	
DIST. ENGR.	<input checked="" type="checkbox"/>
FILE	<input type="checkbox"/>
ADMIN.	<input type="checkbox"/>
IMPLEMENTATION	<input type="checkbox"/>
LOC. RDS	<input type="checkbox"/>
OPERATIONS	<input type="checkbox"/>
PROGRAM DEVELOPMENT	<input checked="" type="checkbox"/>
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PREPARE REPLY FOR D.E. WGN	<input type="checkbox"/>
INVESTIGATE & REPORT	<input type="checkbox"/>
RETURN	<input type="checkbox"/>

Re: Macomb Area Studies
FAP 310 (U.S. 67) & FAP 315 (IL 336)
Job No. P-94-152-91
Catalogue No. 031483-00P

Dear Mr. Risinger:

In response to your letter of September 9, 1997, the Division of Aeronautics has viewed the attachments and concur that the federal baseline information is correctly presented. Earlier this month, Mr. James V. Bildilli, of this office, spoke with personnel from Parsons Brinkerhoff about the project and its impact on the Macomb-Smith Airport. Specifically, Parsons personnel were inquiring as to the location of the displaced threshold near the east end of the runway. Mr. Bildilli contacted Mr. Smith as to the possibility of the hangar and trailer being removed or relocated in order to move the displacement and allow for a greater runway length. Mr. Smith said that he had no plans for their removal. As such, the displacement, as presently marked will remain the threshold.

The Division's Rules and Regulations require that in order to be open to the public, a minimum length of 2,200 feet with clear 20:1 approach surfaces must be offered. The photograph enclosed in the packet depicts the runway as 2,550' long. We are enclosing a newer photograph that depicts a 2,200 foot runway with a 270 foot stopway (displacement) on the east end. Because the 2,200 foot requirement is effective length considering both ends

Dale E. Risinger
IDOT-District #4
September 30, 1997
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simultaneously, please ensure that your alignments are far enough to the east to allow for such. Any effective length less than 2,200 feet will close the airport to the public.

If you have any questions concerning the above, please feel free to contact our office.

Sincerely,

William L. Blake
William L. Blake
Director

Enclosure: 1996-1997 Airport Directory

A-18





Illinois Department of Transportation

Memorandum

To: File
From: Tom Lacy
Subject: COORDINATION MEETING MINUTES (Agricultural Agencies)
Date: October 30, 1997

STUDIES & PLANS - PHASE I
FAP 315 (IL 336) & FAP 10 (U.S. 67)
Sections 32,33,39,40
McDonough County
Macomb Area Study
Job No. P-94-152-91
Catalog No. 031483-00

STUDIES & PLANS - PHASE I
FAP Route 315 (IL 336)
Hancock & McDonough Counties
4-lane study of proposed IL 336 from
S. of Carthage to the W. edge of Macomb
Job No. P-94-152-91
Catalog No. 030010-00

On October 30, 1997, a coordination meeting was held at the District 4 office in Peoria, Illinois, to review the proposed preferred alignment and road closures for IL 336 and preliminary alignments for the Macomb bypass study. Refer to the attached attendance sheet for a listing of participants. An attached agenda packet was distributed for each project.

The agenda packet and aerial mosaics were used by Tom Lacy to describe the existing land features, design constraints, and environmental impacts for the alternate alignments studied. The aerial mosaic used for the IL Route 336 Study was overlayed with a CAD plan view of the preferred alignment which is intended to be presented at the upcoming public hearing on November 5 and 6, 1997. Each alternate alignment for the IL Route 336 study was discussed followed by reasons for selection of the preferred alignment. The aerial mosaic for the Macomb Area Study showed the preliminary alternate alignments in the northwest, northeast and south quadrants surrounding Macomb. A designated area of future refined study was indicated in yellow. The alignments in each quadrant were discussed in regard to impacts, followed by evaluation of the alternates proposed to drop from future study and then to carry forward for further refined analysis. In addition, the Origin-Destination Study results were discussed for the Macomb Bypass Study.

Following is a summary of discussion topics for the meeting.

Jim Hartwig was in agreement to utilize existing pavement and ROW whenever possible to reduce agricultural impacts. Jim questioned why the existing pavement along IL Route 94 couldn't be reused as the southbound lanes and maintain the existing ROW line. Tom explained that the proposed 4-lane expressway typical section requires more ROW than the existing 2-lane

pavement. The existing roadway has 4' shoulders, embankment slopes varying from 4:1 to 2:1, and shallow V-ditch bottoms. The proposed 4-lane expressway has 10' shoulders, policy 6:1/3:1 embankment slopes, 4' ditch bottom, and also 1± meter fill above the existing ground line. The existing 2-lane ROW width is approximately 60 feet, whereas the 4-lane expressway ROW width is a minimum of 250 feet.

Throughout the presentation Jim expressed his concern with agriculture land being taken out of production as a result of proposed ROW for the 4-lane improvement. Tom responded the following objectives were used in selection of the preferred alignment location to reduce agricultural impacts.

1. Utilize existing ROW.
2. Wherever possible, field entrances were located off sideroad connections with median openings.
3. Alignment diagonal lengths were kept to a minimum to reduce farmland severance's. In addition, the alignment between Tennessee and Macomb is adjacent to property lines, section lines, and township road ROW in order to eliminate bisecting farmland.
4. Alignment location was selected to minimize agricultural as well as other environmental impacts.

Jim questioned the diagonal alignment location between Tennessee and Macomb in which Tom responded the diagonal location was determined at a location to minimize overall impacts and also reduce the length of the alignment and thereby reduce overall agricultural ROW. The alignment and access to pasture land was also discussed in the area of IL 336 and the TR 226 intersection. Access location of field entrances may be adjusted according to property owner comments at the upcoming public hearing on November 5 and 6, 1997.

In regard to the Macomb Bypass Study, Jim questioned why the S1 & 2 alternates didn't continue on 950N instead of using a diagonal to connect into U.S. Route 67 at 1050N. Tom responded that an alignment following 950N to the intersection with U.S. Route 67 would result in additional length and resultant agricultural right-of-way, extensive channel impacts to Troublesome Creek, and also building impacts at U.S. 67.

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